



PUBLISHED DAILY AND TRI-WEEKLY BY EDGAR SNOWDEN.

ALEXANDRIA:

WEDNESDAY MORNING, JUNE 9, 1858.

We are likely to have a question with the British Government as to our North-Western boundary line, which is about to be run and marked by the Joint Boundary Commission. Mr. Archibald Campbell is the American Commissioner, and has taken passage for California. He was employed there the last year upon the duty, and now returns to it. The question which has arisen is as to the title to the important group of islands in or near the Straits of Juan, and between Vancouver's Island and the main land, and of the parallel of forty-nine. By the treaty the 49th parallel is our northern boundary till it strikes Vancouver's Island, but then it turns south, giving the whole of that island to England. The British Government set up a claim to small islands as appurtenances to the larger ones, while on our side we claim every thing south of 49 except Vancouver's Island.

The screw steamer Kangaroo, which left Liverpool on Wednesday, 26th ult., is now fully due at New York, with four days later news. The Coeur steamer Asia sailed from Liverpool for New York on Saturday, 20th ult., and will arrive probably this week. The steamships Ariel and Borussia which left New York for Southampton on the 15th ult., took out the news of the British naval searches at Sagun la Grande, and of a number of the first outrages committed in the Gulf of Mexico. The Asia will bring us news reflecting the first impression made on the public mind in England by such a course of proceeding.

The conduct of the British cruisers in the Cuban ports has caused the Captain General to issue orders to the Spanish squadron to prevent violations of the sovereignty of Spain. But it appears the Spanish men-of-war are trying their hands at this searching business. The brig Tanager, which has arrived at New York from Havana, reports that when off that port she was boarded by an officer from a Spanish vessel of war, who demanded the brig's papers, which were shown to him, and after examining them he departed. Forty-one American vessels have been boarded by British cruisers, mostly since last April.

The collector at New York has received from the Secretary of State, within the past week, two magnificent telescopes, presented by the British government, through Lord Napier, to Captain Taylor, of the American ship Hemispher, for rescuing a part of the crew of the British bark Londonderry, at sea, and to Capt. Frederick Small, of the American schooner Rayway, of New York, for assistance rendered to the British brigantine Halifax, in March, 1857. The captains mentioned will receive them upon their arrival in New York from sea.

The New York Albion at last confesses that the right of visit, for which it contends, has been outraged by the British cruisers in the Gulf of Mexico, by the assumption of a right to board all vessels, indiscriminately, though under the American flag. It may be supposed that the British government will be at least quiet as moderate in its pretensions as the Albion, and therefore, the admission of that paper may be regarded as a sign of peace.

The election held in Washington city, on Monday, for Mayor and other municipal officers, passed off without much disturbance. There was some street affray and considerable rowdiness displayed during the afternoon, but no serious riot. Mr. Berret, the Democratic candidate, was elected, and a majority of the Democratic candidates for the City Council. The result was celebrated with great rejoicing by the victorious party.

Our accounts from New Orleans are neither as full nor impartial as might be desired. The reporter for the Associated Press is evidently a partisan of the Vigilance Committee, and permits his opinions to give a strong coloring to his statements.

Congress is impatient to be gone. It is now reported that the President disclaims any knowledge of the object of Senator Bigler in proposing a prolongation of the session, and says that nothing beyond ordinary legislative business could detain them here.

It is said to be the intention of the Government to call out the volunteer regiments in a few days. The War department has no troops at its disposal to keep open communication between Leavenworth and Camp Scott. It is still believed that the Ohio and Kentucky Regiments will be accepted.

Leonard Scott & Co., New York, have republished the May number of the North British Review. It contains very interesting articles on the Philosophy of History; Professor Owen's Works; Gothic Architecture; The Scottish Universities; Lieut. Maury's Geography of the Sea; Parliamentary Representation; Dugald Stewart's Works, &c., &c. Robert Bell, Agent, King street.

According to the Kent (Md.) News not two-thirds of a fair crop of wheat will be made in that county this year, owing to the ravages of the fly. In King George county, Va., the joint worm is said to be doing great damage.

On Monday last a caravan of laborers, horses and carts, passed through Bristol, Tenn., en route for the Covington and Ohio Railroad. They had just finished on the East Tennessee and Virginia railroad.

Samuel Harris, esq., one of the oldest and most esteemed citizens of Baltimore, died at his residence in that city, on Sunday afternoon last, at the advanced age of 84 years.

The Boston banks had in their vaults, on Saturday morning, nine millions and a half in specie, which is over double the amount that they possessed last fall.

The Senate has passed the Naval Appropriation bill with an amendment authorizing the construction of four steam sloops-of-war.

The Union states that an "amendment has been appended to the civil appropriation bill now before Congress, which orders a re-opening of the accounts of the States against the federal government for advances during the war of 1812; and which, on new balances being found due to the States, on some different principle of calculation from that which was adopted when the accounts were settled many years ago, provides for the payment of these balances out of the federal treasury." It also says, "that the adoption of the proposed mode of calculating interest on these long settled and forgotten advances, will produce balances in favor of the States which will amount in the aggregate to a sum variously estimated at from three to five millions of dollars." The Union pronounces this scheme to be "Distribution in disguise," and, of course, calls upon the Democracy to oppose it.

The danger of approving, or countenancing any such revolutionary proceedings as have taken place in New Orleans, must be manifest. Surely, crime and vice, in the old cities of our country, can be repressed by the laws, and under the forms of law, in some manner or shape. Better to bear ills, indeed, than to resort to an usurpation of authority, and submit to a power above and outside of the law. There is no safety in the transaction, and none in the precedent. The example is evil and full of peril.

There are suggestive ideas in the article headed "All about a Bell," in another column. The topic may be considered a trite one—but experience proves that it cannot be discussed too frequently, nor its importance too strongly impressed upon communities, where the tendency is to go abroad and purchase what should be made and bought at home. To cultivate and encourage the home industry of any place, is to lay the foundations of its prosperity: to disregard or slight that interest is certain to end in impoverishment and decline.

The cruel twenty mile race at Detroit between the horses "Unknown" and "Frank Granger," has resulted in the death of one of the poor animals. "Unknown" died on the following day. He held out nineteen and a half miles, when he had to give it up, and, as though asking to be excused from further efforts, and further urging, he fell upon his knees. Such cruelty to animals ought to be severely punished.

We learn from the Jeffersonville Advocate, that there is no abatement in the ravages of the fever in Peterstown, Monroe county, Va. The number of deaths is over forty, including some of the most prominent and useful citizens. In one or two instances the entire family has been removed by its fearful effects. At least three fourths of the cases have proved fatal.

A dispatch from St. Josephs, Missouri, says that that section of country has been visited by one of the heaviest storms ever known. The Platte, Grand, and several other rivers have overflowed their banks, doing immense damage to the crops, and carrying away bridges, &c. The worst consequences are feared.

It is reported that Judge Douglas is entirely reinstated in the ranks of the Administration Democracy. This may mean nothing more than the fact that he is compelled to go with his political friends in Illinois, and they manifest a determination to adhere to the Administration.

Rev. M. D. Conway, pastor of the Unitarian Church in Cincinnati, and who was removed from the church in Washington City, for preaching abolitionism, was married in Cincinnati, on the 1st inst., to Miss Ellen, daughter of Charles B. Dana, of that city.

Lawrence Myers of Philadelphia has succeeded in obtaining the contract to supply the mains of the Washington (D. C.) Aqueduct, now in course of construction. The contract, it is estimated, will cover an aggregate of from \$200,000 to \$250,000.

A sailboat, containing five men, capsized off Greenpoint, near New York, on Sunday, and three of the number, named John Rose, Jeremiah Elliot and Charles Bassett, were drowned.

Mr. Lamb, one of the editors of the Norfolk Argus, is the Democratic candidate for Mayor of Norfolk.

The city of Troy, New York, with a population of thirty-five thousand, owes a debt of over one million of dollars.

Great Flood in the Scioto River. The Scioto River is higher than it has been known for twenty years. From the high banks skirting the city to the hills on the West, all is one vast sea of swirling running water, with here and there a tree-top seen above the flood to remind us that roads, fences, corn fields and other things are submerged from 10 to 20 feet.

This morning, in company with several gentlemen, we took passage upon the steamer Hanging Rock, for a tour of inspection up the mouth of the Scioto, and across the Bottoms. The boat is a No. 1, stern-wheeler, and she had in tow three loaded barges—each of which rode over corn fields, fences, etc., with perfect ease. The largest ferry in the world could now ride at anchor upon the flood covering the Scioto Bottoms—from hill to hill.

We don't want folks at a distance to conclude that Portsmouth is inundated. The city stands upon a high point of ground. 40 feet above all such floods.—Portsmouth Trib.

Washington City Election.

On Monday last, Mr. BERRET, the Democratic candidate, was elected Mayor of Washington City, for the ensuing year. The vote was, for Berret, 3,688; for Wallach, 3,117; Berret's majority, 571. At the previous election for Mayor in 1856, the vote was, for Magruder, 2,936; for Hill, 2,904. Democratic majority, 27. The Democrats also elected, on Monday, their candidates for Aldermen, Common Council, and Assessors in six out of seven wards of the city.

Mr. Purdy, for Mayor, received an occasional scattering vote, perhaps as many in all as there were signatures to the card requesting him to become a candidate. The Water Question was also ignored to a great extent, very few voting either for or against the proposition submitted.

The Underground Railroad.

The Baltimore Sun's New York correspondent in his letter of Wednesday, writes the following mysterious item: "It is rumored that several prominent abolitionists in this city are concerned in the late attempt made to abduct slaves from Virginia. It is said some startling revelations will be made in a few days that will play havoc with the 'underground railroad' arrangements."

The Greatest Mail Line on the Continent—The Virginia and Tennessee Road the Main Trunk of that Line.

It is well known that there are no two portions of our country, that more imperiously require a regular and expeditious travel line between them, than the manufacturing and commercial States and cities of the North-east, and the wealthy producing States and cities of the Southwest. There are no two portions of our country, that are so necessarily dependent upon each other. The very productions gathered at the different trade points of the Southwest, must be had by the North and Northeast, to sustain their manufactures and pay for their imports. The manufacturers and importations of the East are necessary for the wants of the wealthy and productive Southwest, which neither imports nor manufactures.

Again, the very inequalities in the climate of the two sections, render frequent migration between them very desirable, if not absolutely necessary. In the summer season the planters and merchants of the Southwest fly Northward from the miasma of their section, while the severe frosts of New York, New England and Canada, make it almost equally agreeable, if not equally necessary, that their more wealthy inhabitants should spend the winter amid the balmy airs in the Southwest. This thing is becoming more and more frequent, and the time is coming when "a winter in New Orleans" will be almost as much a fashionable trip North, as a fashionable necessity of the Southwest. The only question is, which is the most direct, most natural, healthy, and attractive route between the two great sections we have named.

An intelligent glance at the map of the Union, will sufficiently answer the question. Beginning at the city of Bangor, Maine, the observer will notice a line of cities in South, Southwest course to Boston; embracing also the cities of Augusta, Portland, Paris, Newburyport, &c. Thence the line assumes an almost direct Southwest course to New Orleans, embracing the cities of Providence, New Haven, New York, Newark, Trenton, Burlington, Philadelphia, Wilmington, Baltimore, Washington, Alexandria, Lynchburg, Knoxville, Chattanooga, Tusculosa, Meridian and New Orleans.

It will thus be seen that by a singular confirmation of the country the great commercial sea-ports and cities of the Union, lie stretched in one continuous line, pointing almost directly through our city to New Orleans. All those between Bangor, Maine, and Alexandria, Virginia, are connected by direct and expeditious lines of railway communication. Each of them, moreover, are points of convergence and divergence, bringing to, and attracting over the great main line we have suggested, their several contributions. So too the Southwest end of the line, has established connections with Mobile, Vicksburg, and Memphis; and in a few years by the Cumberland Gap road, will have communication through Louisville with St. Louis, and other towns and cities of the West and interior. At our city, this great South-West and North-East line connects with the East, the South, and the West.

Thus the Virginia and Tennessee road becomes the grand trunk of this great line, with diverging and converging points at either end. This route, it will be seen, runs along the South-West and North-East lines of mountains, occupying the only route for travel in that direction; and can never be tapped by any road, which could present inducements for the divergence of travel. It is plain then, that, not only for the present but for all time, the Virginia and Tennessee road must constitute the inevitable line of travel between the great producing and the great commercial and manufacturing States of the Union. Of this entire line, only two portions—that between our city and Charlottesville, and that between Meridian and New Orleans, remains to be completed.

But the new arrangement for carrying passengers and mails over the Tehuantepec route from New Orleans to San Francisco, will still increase the importance of the great line under review. That the great mail route, which is plain to all eyes, and the fact that all the great mail lines of the world, avoid nearly three thousand miles of hazardous ocean navigation, and accomplish the trip in but little more than half the time required on any competing route. Once at New Orleans there can be no doubt of their course North and Eastward—our line taking them over a route, which besides being one of the most direct, is one of the most beautiful and agreeable of the country, agreeable towns and cities; and at times with scenery of surpassing beauty—in place of the arid, dusty, and unattractive country; and the mosquitoes, tree-work, omnibuses, &c., &c., of the route via Charleston; or the attenuated and tortuous course of the North Carolina Central. It requires only a momentary glance at these points of comparison to convince any intelligent person, that besides being the great mail route, the Virginia and Tennessee road is the great line of travel between the East and the West of the Atlantic States, this is to be the future route for the trade, travel and treasure, between the commercial and financial emporiums of the Eastern— and the El Dorados of the Western slope of our great confederacy.

There is still another fact, which, though of less significance than either of the others, is one of no mean importance. It is the fact that all along the line of the Virginia and Tennessee road lie the "health giving fountains" which will always, under any circumstances be more accessible from this road, than from any other that can be established, besides its more immediate proximity to the Peaks of Otter, the Natural Bridge, and other of the classic points and future pleasure resorts of the Old Dominion. Circumstances have heretofore given other pleasure haunts advantages which they cannot hold against the superior facilities which the watering place of the Southwest will now enjoy from their close proximity to the great travel line of the country—a fact which, increasing their attractions, will draw a still greater crowd of our road each succeeding season.—Here, midway from either section, will the great mass of Northern and Southern pleasure travel meet on common ground.

Viewing it then as the great business route between the Northeast and Southwest, as the future route of California travel, and as the line over which the mass of visitors to the pleasure resorts of the Old Dominion travel to and return; it requires no prophetic vision to foresee an abundant prosperity for the road, which is so emphatically our own.—Lynchburg Virginian.

Extraordinary Hall Storm.

Hail ten inches long—A correspondent, writing from Coleburg, Iowa, says: On Sabbath afternoon of the 23d ult., we were visited by an extraordinary hailstorm. It seemed to originate in a southwesterly direction, and its course was through this place towards the northeast. It extended over a space of five miles in length, and in a direction of considerable length. Many of the hail stones were prodigious in their dimensions, and I thought I had never seen a six inch one. Some were ten inches in circumference, whilst others were greater in length being from seven to ten inches long. Many of them upon examination exhibited moss and various kinds of grass seeds, which were recovered into the formation of the frozen rain and thus were borne through the upper elements to an unknown distance. The effects produced by this sudden and almost unparalleled shower of hail were terrific.

From New Orleans. NEW ORLEANS, June 7, Monday morning.—On Saturday, Mayor Waterman having his life guaranteed, proceeded to the St. Charles Hotel, where he met the members of the City Council, and was forthwith impeached. The Council elected H. M. Summers the President of the Board of Aldermen, Mayor, in the place of Mayor Waterman, resigned. Col. Form, Chief of the Police, was dismissed, and Col. Jacques was appointed in his stead. The old police force was then reorganized under Col. Jacques.

This morning A. T. Turner and C. B. Muzzy, reporters, were arrested by the Special Police of the city as dangerous characters, and subsequently liberated on parole. Mr. Turner has however been re-arrested. It is rumored that the Sheriff has seized the ballot-boxes; so there will be no election to day.

The streets this morning are seemingly quiet, but no man's life is safe outside the different barricades.

An attack was made upon the Vigilance Committee on Saturday night, during which the Committee lost four men killed, and twelve wounded, by the accidental discharge of a cannon during the confusion.

NEW ORLEANS, June 7, 10 P. M. The returns of the election show that the city has gone for the American ticket. Gerard Smith is elected Mayor by a small majority.

The Vigilance Committee men are still behind their barricades, and not half of them have voted. They say they will carry out their determination to free the city of ruffians.

There is great rejoicing in Lafayette Square to-night among Smith's friends, and the city is in a perfect uproar.

A New Kansas Excitement.

A Lawrence (K. T.) correspondent of the Philadelphia Bulletin writes:—

LAWRENCE, May 28, 1858.—The gold fever is raging to an alarming extent in Kansas; its victims in this immediate vicinity have amounted to forty-five; the whole number affected in the territory and in from Arkansas alone amounts to upward of three hundred. In our streets may be seen large covered wagons, alias "prairie schooners," being loaded with flour, hams, dried apples, cooking utensils, ammunition, etc. These wagons are generally drawn by oxen otherwise by mules. The men leaving this vicinity are mostly the first settlers in Kansas. Although young, many of them are very conspicuous in "Pike's Peak." Rocky Mountains, near the headwaters of the Arkansas river, being the extreme Western part of the territory. The existence of gold in Western Kansas has been known for several years; but the precise locality of the mines has not been known to whites. A few months ago a small party of Delaware Indians exhibited to us some very fine specimens of gold, which they said they found; one parcel was estimated to be worth \$200. They at first objected to inform us where it was found; they said they had been to California and discovered this gold there. Subsequently to this, two of them, "Califonea" and "Little Beaver," who are about thirty-three years of age, have agreed to accompany a party to the mines for the sum of \$18 each per day. The money is placed in the hands of reliable men of this city, who will pay to the aboriginal Indians, who will bring back an order from the party, providing the gold is as plenty as their informants represent; otherwise they will be paid nothing. These Indians are not to receive anything. West of all the gold, about sixty miles West, until the remainder of the party arrive in company with the Indians.

A Ship in Distress.

From an officer of the African Squadron, who has written a letter dated on board the U. S. sloop Dale, at sea, April 10, 1858, we learn the following facts:—

All About a Bell.

The good people of Charleston, South Carolina, are, it seems, in want of a new fire alarm bell, and have been and are greatly exercised upon the question whether they shall give the contract to some of their own mechanics, who offered to undertake the job on the terms of "no bell no pay," or whether they shall procure a bell from a celebrated foundry in New York. While the Board of Fire Masters and the City Council were still discussing the important matter, a Committee of the former body, convinced, no doubt, that a bell cast in their own city could not ring so loudly or melodiously as one from a distance, nor be equally serviceable in giving the alarm when conflagration dire or the stoned insurrection might make it necessary to rouse the sleeping citizens, had determined to take time by the forelock and already contracted for their views, and had already contracted their ears will be saved the infliction of hearing the tones of a home made bell, albeit their anticipatory action has led to an amusing newspaper quarrel, and the changes are being rung upon the subject of the bell in an incessant, if not deafening manner. There are a great many people who are possessed of the same notions as the Committee of the Fire Masters of Charleston. They think that nothing can be as good as made in their own locality as if manufactured elsewhere. To their eyes and ears every thing from abroad is invested with superior qualities. Such ideas indeed are quite too prevalent. They are often unjust, and always unwise and shortsighted, even in view of personal interest. It may be set down as an axiom that every dollar's worth of manufactures, from a shoe to a locomotive, which is imported from any other place, when it could be made on the spot, is a pecuniary loss to the community in general, and that such importations are in fact impoverishing in their effect. True, the proportion to each person may seem trifling, but it swells to an enormous tribute in the aggregate, when, for instance as in the case of our own city, the total amount thus sent away and expended is counted up. The dependence of the prosperity of any city upon its domestic manufactures is more vital and intimate than is generally imagined. It is not in fact erroneous to consider them more valuable even than its commerce, for commercial thrives its statistics under our eyes. The products of domestic manufactures are hidden in thousands of petty shops and in the rooms of solitary workmen. The domestic manufactures of the United States are estimated by the hundreds of millions of dollars annually. It is not merely these establishments which attract attention from their size and the extent of their operations which swell this vast amount but the small shops and the busy hands that everywhere are at work producing something for the use, comfort or gratification of the community. Indeed from the greater proportion of manufactures and home mechanics from principle. Nor can such a course be considered either selfish or liberal; it is, on the contrary, a duty he owes to the community in which he lives. The folly of the Committee of Fire Masters of Charleston is an egregious one and should have but few followers, yet we suppose it will be hard to convince some of the fair sex that a silk purchased from Baltimore street is half as good as one bought at some of the stereotyped Broadway, New York, or some of the stereotyped sex that any article whatever can be made or manufactured here as well as at the East.—Balt. Amer.

C. and O. Canal Company.

The stockholders of the Chesapeake and Ohio Canal, in general meeting, assembled at the city hall at noon to-day, Lawrence J. Brengle, esq., President, in the chair. The officers of the company recently elected were all confirmed. The president read his first annual report, which was listened to attentively and accepted. This report refers to the recent incumbency of the present board of president and directors, (who assumed control of the affairs of the company under the election made on the 18th of March last,) and, the author remarks, "precludes more than a brief review of the condition in which we find its business operations, in presenting this thirtieth annual report to the stockholders."

"We regret the discouraging aspect we are constrained to present, both as to the condition of the canal, the finances of the company or the immediate prospect of relief from its present embarrassed state."

It is known to the stockholders that from the ice freshet in the spring of 1857, dams Nos. 4 and 5 were ruinously injured, requiring great expenditures for repairs, and several months time to restore the navigation, and in the meanwhile the company were, in a great measure, deprived of its revenues. Whether these disasters could have been altogether or in part avoided by timely precaution and efficient management, we cannot pretend to say, as it is believed by experienced and well judging persons who were familiar with the condition of these dams, and who represent them as then in as good condition to resist such freshet, with proper care and a moderate expenditure, as they had hitherto done for the past ten years; or, whether from inexperience or inefficiency of the parties engaged in the restoration, or, or that, that the calamities have involved the company in a loss from extraordinary expenses incurred, and deficiency of revenues, which may fairly be estimated at \$300,000.

The action of the board which immediately preceded this board, is referred to in its change of the organization, and what are assumed to have been its effects, &c.

The present board has restored the former organization of the line by establishing six divisions, and, with two exceptions, have adopted the experienced superintendents which preceded those of the last board.—From John G. Stone, esq., an engineer and general superintendent, efficient services are anticipated. This organization and renewed energy, vigor and economy, will, it is hoped, result in a more reliable and less interrupted navigation. Dams four and five are still in a most precarious condition.

The President then refers to the contracts entered into by the last board to replace the two old dams, the causes of delay, &c., and says the amount expended in these repairs to the first of April last has exceeded the sum of \$90,000. Dam No. 4, one which a breach has recently occurred, may take two weeks more before navigation can be restored.—Dam No. 5 is more secure, and it is thought may be relied upon for some time except in extraordinary freshets. About one-fifth of the masonry or freshet in length of each of these dams have been completed, and with adequate means, estimated at \$100,000, it is believed that both structures could be so far completed during the present season as to render them secure, and the navigation reliable.

In the absence of present means, or the immediate prospect of procuring a sufficient amount for both dams, it is thought advisable to apply all the resources at command to the extension, and, as far as practicable, completion of dam No. 4, as being more unsafe and less reliable than No. 5; but that both dams could be completed as soon as means can be obtained, the board is fully sensible. According to the estimate of the engineer and general superintendent, the work done to the 1st of June on the new dam No. 4 amounts to \$34,111.65, and on the new dam No. 5 to \$21,640.50. Of these amounts \$44,111.65 have been paid to the contractors.—Other portions of the canal are represented to have been deteriorated during the past two years, and to require the utmost vigilance to maintain successful navigation.

The slide in the rock in November, is next noticed.

The steam pumping machine erected at the mouth of the south branch of the Potomac has been completed, under contract with Mr. John Beale for reconstruction. It has worked very successfully. Its working capacity is equal to the ready discharge of 2,500 cubic feet of water per minute into the canal with both pumps in operation; and it can be made to discharge 3,000 cubic feet per minute, if desired. With one pump worked regularly 1,400 cubic feet per minute may be readily discharged into the canal. Until the trade is augmented it is believed this supply at this point will be adequate in seasons of greatest drought.

The present financial affairs from the 1st Jan., 1857, to 31st of March, 1858, when their official term commenced, are thus shown. On the 1st of Jan., 1857, after the payment of all current expenses for repairs, salaries, current interest, &c., exclusive of arrears of interest due on the bonds of the company, there remained in the treasury an unexpended balance of \$59,763.66 Receipts to tolls, rents, &c., from Jan. 1st to Dec. 31st, 1857, \$1,510.90 Do do 1st Jan. to 30th March, 58, 3,862.00 \$91,372.60

Loans procured from parties connected with coal interests, to be refunded from tolls accruing in 58, 31,500.00 Loans from banks and corporations, 40,000.00 71,500.00 Balance on deposit, available April 1st, 1858, 435.19

Notes received for tolls against 1857, all of which have been paid since April, 1858, 10,958.27 11,393.67

The amount of expenses of the company for the same period have been returned, say from the 1st of January, 1857, to 31st of March, 1858, as follows:

Work on dams 4 and 5, and steam pump under contract, \$56,813.00 Ordinary repairs of canal, 64,892.00 Repairs of breaches on dams 4 and 5, and other breaches, 34,910.00 Pay superintendents, collector and lock-keepers, 25,757.00 \$240,404.00

To which will be added: Pay of officers and engineers, 2,200.00 Current interest on loans, certificates, &c., 25,000.00 Contingent and other expenses, 1,501.00 \$38,651.00

Leaving a deficiency on the 1st day of April, 1858, of \$45,943.60

After absorbing the whole revenues in addition to the unexpended balance on the 1st Jan., 1857, of \$59,763.66, and the sum of \$1,510.90 borrowed during the year 1857. The tolls for the month of April and May have amounted to \$36,854.25, and if no material interruption shall occur during the present season, we can, says the report, estimate the revenue for the remaining seven months, ending in December, at more than \$100,000. It will require nearly the whole of this to pay the arrears due for repairs, &c., and current expenses in keeping the canal in order to the beginning of March next. In view, then, of urgent necessities, the board

A Miraculous Pocket.

"Brigham Young, in one of his late sermons, gives a curious account of his traveling four hundred miles by stage, in 1839, starting with only \$13.50 in his pocket. He states that at every point where he had expenses to pay he found his pocket, on putting his hand into it, mysteriously and miraculously replenished." Brother Brigham ought to bring proof that it was his own pocket in which he inserted his hand on these occasions, as a doubt with regard to the propriety of the pocket would destroy the miracle.

Murder.

A few days ago a difficulty occurred at Carlisle Barracks, between two of the recruits. The one was a Frenchman, and the other a German; when Frenchy came off second best after a most desperate contest. This morning, at an early hour, the parties accidentally met again, when the Frenchman declared he would kill the Dutchman, and carried out his threat by putting from one of his pockets a revolver with which he inflicted several stabs on the body of the German; and two of them being in the left breast, penetrated to the heart and caused his death in a few minutes. The Frenchman was immediately arrested, and placed in Carlisle prison, to answer the charge of murder. A coroner's inquest was held, and a verdict rendered in accordance with the above facts.—Harrisburg Telegraph.

The British Cruisers.

A dispatch from Boston announces the arrival there of two vessels, which had been boarded by British cruisers. The New York papers of yesterday, have the following:—"Capt. Revans, of the brig Abram, from Savannah, via Key West, 25th May, reports that on the 26th of May, off San Juan Key, he was boarded by a boat from the British war steamer Styx, and his papers overhauled. He was asked where he was from, and was questioned as to clearance, &c. Captain Revans says the thing was politely done. The captain of the bark Tanager, of Bethany, from Havana, reports that on the evening of May 21, off Havana, his vessel was boarded by a boat from a Spanish war steamer. The officer in command desired to see the vessel's clearance, which was shown him, and he departed, having been remarkably civil and polite."

The Bermuda Royal Gazette copies from the American journals the account of the search of the Sahr. Mobile, by the Styx, and says:—"This extraordinary statement seems to us to be simply incredible; and we feel quite satisfied that if the master and crew of the schooner could satisfy the British government that this is a fair and candid account of what passed, the indignation felt at him against the officer in command of the Styx, would be quite as great as that expressed in New York, unless some very satisfactory explanation could be given of the pretence."

"Again, in the same paper remarks have been afforded by any officer in Her Majesty's service, is there a man in the United States who knows anything of Great Britain who is not perfectly satisfied that the British government is ready and willing frankly to make every proper preparation?"

"It is to be regretted that these complaints should have arisen to disturb the repose which the two countries have been enjoying in their mutual relations for some short time past. Much more deplorable would it be if well grounded complaints of the conduct of the British officers in the Gulf of Mexico could be substantiated."

Court of Appeals of Virginia.

The following cases were decided by this Court at its April term:

Hunter vs. Humphreys; appeal from Circuit Court of Alexandria. Argued by Brent & Kinzer for plaintiff, and Funsten and Cunningham for defendant. Affirmed.

Gedney vs. Commonwealth; appeal from Circuit Court of Alexandria. Argued by Brent & Kinzer for plaintiff, and John Randolph Tucker, Attorney General for the Commonwealth. Affirmed.

Strother vs. Heberton, &c.; appeal from Circuit Court of Fauquier county. Argued by Morson for appellant and Patton, Jr., and Spilman for appellees. Reversed.

Reed's adm'r. vs. Blackstone, &c.; appeal from Circuit Court of Fairfax county. Argued by J. Randolph Tucker for plaintiff, and L. B. Taylor for defendant. Reversed.

Walton vs. Wallace; appeal from Circuit Court of Fauquier county. Argued by Morson for plaintiff, and Green for defendant. Affirmed.

Harcum's adm'r. vs. Hudnall, &c.; appeal from Circuit Court of Northumberland county. Argued by Patton for appellant, and Conway Robinson for appellees. Affirmed.

Roberts' adm'r. vs. Petty's adm'r.; appeal from Circuit Court of Culpeper county. Argued by Patton for appellant, and Green for appellee. Affirmed.

Orange and Alexandria Railroad Company vs. Southern Railway Company; appeal from Circuit Court of Prince William county. Argued by Patton for plaintiff, and Daniel for defendant. Reversed.

English vs. Castleman, &c.; appeal from Circuit Court of Culpeper county. Argued by Daniel for appellant, and Patton and Funsten for appellees. Reversed.

Williamson and als. vs. Coalter's executors and als.; appeal from Circuit Court of Stafford county. Argued by Patton and Howard for appellants, and Morson and Little for appellees. Reversed.

Fant, &c., vs. Miller, &c., (4 cases); appeal from Circuit Court of Fauquier county. Argued by Patton and Griswold for plaintiffs, and Robt. E. Scott for defendants. Reversed.

Cruelty to a Child.

A lunatic in Carlisle, near Rochester, tied a little boy, four years old, across his chest, and then attempted to strangle him